

RAILWAY INTELLIGENCE.

Extension of the Eastern Counties' Railway to Ipswich.—There now appears every probability of the Eastern Counties' Railway being extended to Ipswich, every preparation having been made for the introduction of the bill for that purpose into the House of Commons. The opposition of the Eastern Counties' Company has so far subsided that, we understand, they are very desirous to promote the extension, and the bill is now likely to be the care of the Parliamentary agent they had retained for the Hadleigh line. The applications for shares have been very numerous, considerably exceeding the number at the disposal of the committee, so that the apprehensions of the *Railway Times* and *Bury Post* upon this subject may be allayed. As a portion of the extension from Colchester, we shall be happy to see the work commenced, and we confidently expect that it will ultimately prove the main line to Norwich. Considering that the Northern and Eastern Extension, by which it is now proposed to connect Norwich with the metropolis, will be at least 15 miles longer than the route by way of Ipswich, we think we may entertain an expectation that the citizens of Norwich will regard with favour an extension of the Harwich and Brandon Railway from East Harwich to Southwark. Indeed, as the principal railway from Norwich must be towards London, the saving of 15 miles in distance must be of some moment. We observe that a meeting is to be held at Bury next Wednesday, to consider the course to be pursued in consequence of the abandonment of the Hadleigh line by the railway company. Mr. Eagle has addressed a letter to the local papers, in which he suggests that exertions be made to induce the Parliament to institute a deliberate inquiry into the merits of the variety of different proposals proposed, before they allow any bill whatever to pass upon the subject. Mr. Eagle here refers to the Northern and Eastern extension, and the Hadleigh and Bury branch; but we must remind him that Parliament has already pronounced upon the expediency of a railway *ad Ipswich* to Norwich; which resolution, we suppose, will have some weight with the committee on the Ipswich bill. It may therefore be assumed that the main line to Norwich will in no case be made by way of Bury. We hope, therefore, the meeting on Wednesday will see that their interest lies in supporting the Ipswich line, as well as in proposing a branch to Cambridge. Under such circumstances, we see no reason why the town should lose the benefits of its market, for it will still remain the centre of a large district. With regard to the Harwich extension, we understand no arrangement has been come to between the competing interests of Mr. Locke's line, supported by Mr. Attwood, and Mr. Braithwaite's line. The plans and sections of the former prove that the ground has been most judiciously chosen, as for ten miles there is no cutting or embanking to the amount of four feet. There is a plan for a floating harbour with extensive quays and jetty. The execution of such a work would be of the highest importance to that town. *Ipswich Journal.*

South-Eastern Railway.—The Dover terminus buildings of this railway are progressing rapidly, and when finished, which will be right early, they will present a magnificent appearance, and afford the most ample accommodation for its traffic. Abbott's Cliff Tunnel is now completed, and the permanent rails are now laid throughout. The line will be opened for general traffic in a few weeks. These prospects are highly gratifying to the good people of this town and neighbourhood. The importance of the London and Dover Railway to this locality in particular, and to the nation generally, we have constantly maintained; and we trust the suspicious day of its completion will be celebrated in a manner befitting the occasion. Let there be then a concentration of those who represent the interests of Dover and the out-ports, to meet the chairman, the directors, the engineers, and the other gentlemen who have brought this herculean undertaking to a close. Let there be a meeting for the purpose of a grand procession to the Dover, Deal, Folkestone, Canterbury, Canwick, and the other neighbouring places, as

well as those of Boulogne, Calais, and Ostend; so that a general expression of respect and gratitude may be unanimously given by England and France to these indefatigable and enterprising spirits, who have so ably conquered those formidable obstacles which have been strewed in their path while constructing this noble highway to the Continent, which will be the means of uniting the metropolis of England and France in a closer bond of union and intercourse than has hitherto existed. *Dover Chronicle.*

On Saturday week, the proposed branch line to Maidstone, from the South-Eastern Railway, was commenced.

West-London Railway.—At a special general meeting of this railway company, held on Tuesday week, at their offices, Abchurch-lane, Mr. Robert Guntout in the chair, to consider the expediency of extending the railway to the river Thames, and of applying to Parliament for an act or acts to enable them to proceed with the necessary works, the report of Mr. Robert Stephenson was read, and a series of resolutions moved by Mr. Whitechurch, authorizing the directors to proceed as above, were carried, two hands being held up for an amendment to adjourn for a fortnight, moved by Mr. White.

Manchester and Bolton Railway.—On Friday week a special general meeting of the Manchester and Bolton Railway Company was held at the Clarendon Rooms, South John-street, Liverpool. It was numerously attended. James Branker, Esq., presided. The 11th half-yearly report was read, and also the receipts and disbursements on the railway and the canal, for the half-year ending the 31st of December, from which it appeared that the railway receipts had amounted to 21,042*l.* 11*s.*, and the disbursements to 8,084*l.* 10*s.*, leaving the railway surplus of 12,957*l.* 11*d.* The canal receipts had been 6,987*l.* 6*d.*, and the disbursements 2,957*l.* 8*s.* 10*d.*, leaving the canal surplus 4,029*l.* 11*s.* 8*d.*, which, added to the railway surplus, and deducting 55*l.* 4*s.* 3*d.* for interest, rents, and commission, left a net profit for the half-year of 11,432*l.* 8*s.* 4*d.* To this was added 1,366*l.* 6*s.* 4*d.* for half-year's dividend, and the balance from 30th June, making the disposable profit proceeds 13,682*l.* 14*s.* 8*d.* A dividend of 2*l.* per share would amount to 12,402*l.*, leaving on hand, including the dividend on the 120 shares held by the company, a surplus of 1,006*l.* 14*s.* 8*d.*; and the committee had accordingly directed a dividend of 2*l.* per share to be paid to the proprietors on the 1st of February. In the course of the proceedings, the chairman stated incidentally that the committee had that morning borrowed 20,000*l.* at 3*l.* per cent. The agreement of the company with the Liverpool and Manchester Railway Company, giving the latter an interest in the line of the former, was approved and confirmed; as was the agreement with the Manchester, Bury, and Rosendale Railway Company; and the committee of management were authorized to carry it into effect, and for that purpose to obtain parliamentary powers to raise any sum not exceeding 100,000*l.* Thanks were then voted to the directors and the chairman, and the meeting separated.

Taff Vale Railway.—The adjourned meeting was held at the Cardiff Arms, Newport, on Tuesday week, Sir John Guest, Bart., in the chair. The committee of management, who had been appointed at a previous meeting, having gone into a detailed examination of the proposed agreement to lease the docks to the Marquis of Bute, stated that they were of opinion that a permanent arrangement with the Marquis of Bute for the docks would be an object of the greatest importance to the railway; and strongly recommended to the shareholders, as the most effectual means of carrying out that object, that an Act of Parliament be obtained to enable the railway company to take a lease of the Bute Docks and the adjacent conveniences from the Marquis of Bute; and the committee also recommended that in case such an arrangement be made between the Marquis of Bute and the railway company, that the terms and period upon which such lease should be held, be printed and circulated among the shareholders at least one month prior to a meeting for the purpose of considering the proposed arrangement. The report having been received,

thanks were voted to the committee for their services; and it being resolved that the former agreement, made with the Marquis of Bute, was in its present form inflexible, it was determined that the directors should be empowered to take measures under the notice already given for applying to Parliament for a bill, in conformity with the recommendation of the committee. *Bath Herald.*

Whitby and Pickering Railway.—A special general meeting of this company was held at Whitby, on Wednesday week, for the purpose of authorizing the committee to give their formal assent to the notice served upon their treasurer by the York and North-Midland Railway Company, with reference to the terms of their line at Pickering. The opportunity of the meeting was taken by the directors to obtain from the shareholders authority to negotiate with the York and North-Midland Railway Company for the sale to them of the Whitby and Pickering Railway, as to which some preliminary steps had been taken by the directors, a deputation from whom had had an interview with Mr. Hudson on the subject.

The Cornwall Railway.—Pursuant to advertisement, a public meeting of the shareholders and others interested in the construction of a railway through Cornwall, was held on Friday week, in the Town-hall, Truro, for the purpose of receiving a report from the provisional committee, and devising such plans as may be useful for the carrying out this important measure.

Railway Law.—It is, we are informed, the intention of her Majesty's Government, immediately after the meeting of Parliament, to propose that a select committee be appointed to consider the standing orders relating to railways, and whether any and what changes ought to be made in those standing orders, and likewise to consider whether any and what new provisions for the advantage of the public, and the improvement of the railway system, ought to be introduced into such railway bills as may come before the House during the present or future sessions, and to report their opinion thereon to the House. *Times.*

English Workmen on French Railways.—A correspondent, who states that a great number of workmen have been induced to come over to France from England in the expectation of obtaining employment on the Rouen and Havre Railroad, requests us to announce, in the hope of preventing a further influx, that "in consequence of some difficulty in procuring land, &c., the works on the said line cannot be proceeded with to any great extent for some weeks to come; and, further, that although there are many men fully employed, yet hundreds are actually *starving* from want of food, and that during the last fortnight the Rev. Mr. Tucker, with means benevolently furnished by Messrs. Mackenzie and Brassey, the contractors of the railroad, has supplied with food and other means of support upwards of 420 men, who have been wandering about the streets of Rouen without bread or any prospect of employment for some time to come." *Gleaner.*

At a meeting of the Oxford Parish Burial-ground Committee, held on Friday week last at the Archdeacon's rooms, Christ Church, the report of the sub-committee was delivered in and adopted by the committee.

1. The purchase of three burial-grounds on different sides of Oxford, for the use respectively of the parishes nearest them; considering the many evils which might result from funeral trains being made to pass out by one road, the injury to property lying on the sides of that road, the great inconvenience likely to arise on occasional days of busy traffic, the interruption to vehicles passing, and the unseemliness of all that would take place amid such scenes, not to mention the great advantage and comfort to the attendants on the funeral processions—the aged and infirm, for example, of not being compelled to extend their walk through the length of the city under such circumstances.

2. That such burial-grounds should be purchased by subscription.

3. That these burial-grounds should be a credit to the parishes, and that the same should be some ruling in the existing conditions.